

Albuquerque Weekly Citizen.

VOLUME 1.

ALBUQUERQUE, NEW MEXICO, SATURDAY, AUGUST 15, 1891.

NUMBER 34.

JUSTLY INDIGNANT

The People of Santa Fe Denounce the Spanish Paper in this City.

New Mexico.

A rousing meeting of citizens, irrespective of religious creed took place at the court house last night, the object being to protest against an article which appeared in *El Defensor del Pueblo*, published at Albuquerque, of which Juan Jose Herrera is the proprietor, and in which article the editor attacks the worthy Archbishop Salpointe, his immediate predecessor, and the Catholic clergy generally of this territory. The court house was packed to its fullest capacity. Mr. M. Hess Dunlap called the meeting to order and Hon. T. B. Catron was by acclamation chosen to preside as chairman. Upon taking the chair, Mr. Catron, speaking in Spanish, explained the objects which had called forth this assembly and denounced in unmeasured terms the unbecoming assault which had been made upon the Catholic clergy of New Mexico by this bastard publication at Albuquerque under guise of friendship for the Spanish-American, working men of this territory. His address was a forcible and eloquent one throughout, which touched a responsive chord in the heart of every fair-minded man present, as shown by the frequent applause.

At the close of Mr. Catron's address the organization was completed by the election of Hon. L. Spengler, M. Hess Dunlap, C. M. Crocker and Prof. A. F. Handeher as vice-presidents of the meetings, Mr. Lohrdo Baca as secretary and Mr. Jose D. Sena, Jr. as interpreter.

On motion a committee of nine was appointed to draft resolutions expressing the sense of the meeting on the subject under consideration. This committee was composed of Messrs. Antonio Oriz Salazar, Aniceto Abeyta, L. Spengler, Henry Becker, C. M. Crocker, Q. Monier, A. F. Handeher, C. M. Crocker and B. M. Read.

While this committee was out attending to its duties stirring and appropriate addresses denouncing this outrage upon civil and religious liberty were made by Messrs. R. E. Twitche, J. D. Sena, Jr., Come Alarid and B. M. Read. The speakers took occasion to emphasize the late lamented Archbishop Lamy, his worthy successor, Archbishop Salpointe, and the Catholic clergy of the territory generally.

Appended are the resolutions in full:

Whereas, the paper entitled *El Defensor del Pueblo*, has in its issue of August 1, 1891, in an article, which may be qualified not only as indecorous, but indecent, attacked the memory of the illustrious, highly deserving and ever-lamented Archbishop Lamy; and whereas, the said article is in itself an assault upon the character and integrity of our prelate, the illustrious J. B. Salpointe, and of the vicar general, Rev. P. Eguillon, and other worthy ecclesiastics particularly, as well as of the clergy and religious orders in general, and

Whereas, the said article is in itself an aggregate of falsehoods, which fully affect the feelings of anyone who directly or indirectly has been acquainted with the deceased prelate was distinguished, and

Whereas, the memory of these accomplished men appeals to the feelings of every son of the New Mexican soil and arouses his indignation against the cowardly attack made upon his cherished memory;

Resolved, That we denounce the said article as the vilest perpetration ever committed, and emphatically condemn all its contents.

21. We condemn the said paper and declare it to be a scandalous, vicious and immoral publication, representing entirely unworthy of a civilized community.

22. We know to the public as Herr Kyle, King of the Air. Peter was seen recently in Kansas City by Ernest Meyers. This morning Warren Burgess and Russell, two young boys, were out on the mesa riding a broncho. The animal threw the boys off, and then kicked Warren. Artie was not hurt, but Warren was found by Dr. Hope in an unconscious condition and taken home. He will have to remain indoors several days.

Miss Jennie Chilcott has returned to her home, after an enjoyable visit to her cousins, Misses Maud and Maud. This morning Warren Burgess and Russell, two young boys, were out on the mesa riding a broncho. The animal threw the boys off, and then kicked Warren. Artie was not hurt, but Warren was found by Dr. Hope in an unconscious condition and taken home. He will have to remain indoors several days.

23. We recommend to all those who love and desire justice, to avoid and prevent, by all legitimate means the circulation of the paper mentioned, and should any of them have subscribed to it, we suggest to them that for the sake of the good name of their own families, they should suspend their subscriptions at once.

7th. We, the Catholics present in this mass meeting, from the bottom of our hearts offer our thanks to those gentlemen who, while differing from us in matters of religious creed, still have taken substantial part in this meeting in vindication of offended justice.

8th. The secretary be instructed to remit a copy of these resolutions to the Most Rev. Archbishop Salpointe, to the Very Rev. Father P. Eguillon, to the director of the college of San Miguel, and to the superiors of each one of the convents of this capital, and to cause these resolutions to be published in the *Revista Catolica*, in *El Sol de Mayo* and in every paper published in the capital, and the territory in general.

Respectfully submitted,
ANTONIO ORIZ Y SALAZAR,
ALFONSO F. HANDEHER,
LEONARDO SPENGLER,
BENJAMIN F. READ,
CHARLES M. CROCKER,
J. HENRY BECKER,
CHAS. M. CROCKER,
ANICETO ABAYTA,
QUINTEZ MONIER.

A Case of Jealousy

El Paso does not appear to take kindly to suggestion, made first, we believe, in these columns, that the convention which will assemble in that town on the 21st of September to consider the extension of the Denver & Rio Grande as well as the project for the construction of a road between El Paso and Trinidad. Both projects could be considered in the one convention without conflicting with each other. El Paso is interested in both roads, for it needs both of them. But as the people of El Paso called the convention, outsiders should not try to force themselves into it against their will. We, therefore suggest to the people of Albuquerque that they invite the delegates whom Denver and Pueblo will send to El Paso to stop in Albuquerque for the purpose of meeting delegates from Santa Fe, Albuquerque, Los Lunas, Socorro and Las Cruces in considering the project for the extension of the Denver & Rio Grande.

If El Paso does not want the larger convention, which the consideration of both projects would bring together, it ought not to be forced to receive it. But to a Denver man, it looks rather peculiar that the people of El Paso do not extend a welcome to Santa Fe and to Rio Grande valley towns—more especially since the extension of the Rio Grande would be of enormous benefit to their city. Presumably, the El Paso people know what they are after, but this is not the way that Denver would act under similar circumstances.—Denver Republican.

New Mexico's Grand Army

The first Grand Army post in New Mexico was organized at Santa Fe, Wednesday, October 9, 1887, with the following named charter members, viz: H. H. Heath, David A. Shultz, H. R. Whitling, Jose D. Sena, Wm. Breiden, H. M. Davis, Sam'l B. Wheelock, Thomas V. Knapp, Thomas S. Tucker, John E. Wheelock, Charles C. Byers, Geo. T. Martin and John E. Cole.

This post was known as McLean post, No. 1, department of New Mexico, G. A. R., and within the next few years the following named posts were organized and mustered: Wingate post, No. 2; Dodd post, No. 3; and McPherson post, No. 4. Those who served as department commanders were Gen. H. H. Heath, Capt. Henry M. Davis and Gen. G. A. Smith. Under their administration New Mexico was a "provisional department" until 1874, when all the posts were disbanded. In 1881 the Grand Army post was revived in this territory and Carleton post and others were organized, and the work given a fresh impetus under the influence of the late Gen. Atkinson as department commander.

Get an Exhibit for the Fair

The county and the city of Santa Fe must be creditably represented at the coming territorial fair at Albuquerque; the indications are that the attendance will be very large and that people from other parts of New Mexico and eastern Arizona will take part or attend the fair. Before the fair the fair the convention of the "publican league clubs" will be held, for the railroad convention to take place, consideration of the extension of the Denver & Rio Grande via Santa Fe, and Pueblo, S. N. Pedro and Albuquerque, and the Rio Grande and thence south, which county can make a very superior exhibition of its magnificent and rich soil, its fine antiques and bituminous fire, its fine superb fruits of all descriptions and its garden truck and cereals, and to work and get up the exhibit.—*El Comercio*.

Received His Comps.

The editor of the *Star* and family acknowledge a complimentary invitation to the territorial fair to be held at Albuquerque, September 14-19 inclusive. The fair promises to be the most interesting and complete in every respect of the kind held in New Mexico, and the run on it is pleased to note the fact that a large number of Arizonians contemplate being present, and if it is in the range of possibilities the *Star* family or some of them will by their presence answer the compliments of Mr. C. C. Hall the president of the fair association.—*Tucson Star*.

Town Election at Gallup

The town election at Gallup, to select a board of trustees and marshal, came off Monday, and was orderly conducted, a light vote being polled. The following candidates were elected: Trustees—Alexander Bowie, John J. Keegan, Edward Hart, Frank Reitz and Wm. F. Kuehnbecker; Marshal—Cade Selvey. They are all good men and will make first-class officials.

RAILROAD RAILS

J. Welch, a machinist of the Raton shops, is in Texas on a sixty day lay-off.

About 2000 tourists have visited the Yosemite valley from San Francisco alone this season.

Ed. Boylan, who has been doing switching duty at Deming for the Southern Pacific, is in Las Vegas.

John Campbell, fireman on the northern division—that is at Raton, has gone to Kansas City for a vacation.

The Union Pacific has stopped running tourist sleeping cars. The low rates hurt the Pullman car business.

Engineer F. P. Stultz, on the extreme western division of the Atlantic & Pacific, is off on a thirty days' vacation.

Tommy Clancy, a brakeman well known to some of the railroad boys here, has recovered from a severe case of typhoid fever.

Mrs. W. F. C. Gibson, wife of an engineer at Needles, has returned to him after a visit of a few months with relatives at Gallup.

With a rate of one cent per mile nearly every man, woman and child in New Mexico living on a railroad will visit the Albuquerque fair.

Conductor A. Moody, a popular Atlantic & Pacific bell cord manipulator, is on duty again after a leave of absence of thirty days.

L. B. Harris, civil engineer, is now running a line for the Santa Fe line from Temecula to Vista, Cal., with instructions to find a sixty foot grade.

There is a great deal of activity in railroad circles in Florida, owing to the discovery of phosphate and the rapid development of the industry within the past year.

W. S. Hancock, master mechanic at Needles, a brother of "Our George" is off on a needed vacation. During his absence, Mr. Cochfield, will assume his duties at Needles.

The Atchison will run five special trains from different points in Colorado for the accommodation of visitors to Rocky Fort on "watermelon day," which is the third of next month.

D. B. Robinson, late general manager of the Atlantic & Pacific, leaves the city Saturday night for San Antonio, Texas. He at once assumes control of the San Antonio & Aransas Pass road.

Says Needles Eye: Albuquerque is all topsy-turvy over the loss of Mr. D. B. Robinson. He was one of the best and most progressive citizens that town ever had and we do not wonder at the sadness of her citizens.

Locomotive 1333, Pittsburg division Pennsylvania railroad, during the last year traveled 140,000 miles in its two daily round trips between Pittsburg and Altoona, each a distance of 147 miles, and in that time it said to have required no repairs.

By recovering its bridge facilities at Omaha, the Rock Island can use 100 miles of connecting roads built last year, the cost of which appears in the floating debt account, over which there has been so much comment on the part of railroad wreckers.

Circulars have been sent by traffic managers of some of the Western railroads to their Eastern agents instructing them to urge coal dealers to lay in their supplies at once, in order that some of the cars may be sent West to help move the great grain crop.

The new card time, which went into effect last Sunday, does not materially change the running of passenger trains in New Mexico. Dining cars were added to trains between Denver and Pueblo, and more chair cars put on. When will such easy traveling reach the south west?

Advance proofs of the introduction to Poor's manual of railroads for 1890 have been received. The tables are exhaustive and interesting. From them it is learned that in five years ending with 1889 railroad mileage increased 31,241 miles, or 29.8 per cent. Capital investment increased \$2,022,543,195, or 26.1 per cent.

Such lively times as the present have never been witnessed in the history of freight movement on the Southern Pacific's local lines. If the company had not anticipated the great rush by ordering many new cars, it would not be in a condition to handle a great deal of the fruit and grain freights that are now being offered.

The Southern Pacific company is re-laying twelve miles of track on the California Pacific division, between Susan and Sacramento, with seventy-pound steel rails. The old rails will be used on some of the valley lines, where heavy engines are not necessary. The steel rails used in this reconstruction are the heaviest in use anywhere this side of the Missouri river.

The Canadian Pacific has received information that owing to the great promise of the crops in Manitoba and the northwest, the Canadian Pacific railway company has ordered fifty new engines and 1500 box cars to transport the season's harvest to the seaboard. It is estimated that it will require ten trains daily for seven months to move the crop.

A rather curious practice is followed by some of the Baltimore and Ohio engineers on the eastern division, who are noted for making a smooth stop with a passenger train. Just before the train

stops, and while the brakes are still on, the throttle is opened and the engine pulls out hard for two or three revolutions, this tends to overcome the high rate of retardation which always occurs at the last part of a stop, and makes the rate of stopping more uniform.

It is announced that a syndicate has been formed which agrees to guarantee to provide the Union Pacific with all the money it needs to take care of its floating debt during the next three years. Messrs. Gould, Sage, Dillon, Ames, Dexter, Atkins and Dodge constitute the syndicate. Jay Gould issued to take an interest of \$5,000,000 in the syndicate and Russell Sage \$1,000,000.

A San Antonio, Texas, special dispatch says that attorneys representing the New York bondholders of the San Antonio & Aransas Pass railroad have filed an amended petition in the district court. The object is, if possible, to obtain a rehearing of the case and a reversal of Judge King's recent decision, whereby the local creditors were given preference over the bondholders. About \$165,000 of the railroad's assets are held in New York. This is the road over which D. D. Robinson assumes control.

The Raton Reporter says: Engine 753, Engineer Wize, while placing a car of coal to the chutes at Morley, met with a serious accident. It seems that after getting the car to the top of the chute the engineer reversed his lever with the intention of stopping, but one of the valve stems broke and the engine continued to move, pushing the coal car over the end of the chute, the engine tank following. Engineer Wize and his fireman thought the engine was going over also. Both jumped. Mr. Wize was painfully injured about the back, but it is thought not seriously.

They are getting exceedingly warm. The democratic land grant attorneys and corporation creatures on the democratic territorial committee rush frantically to print and deny that any alliance exists between themselves and the white cap organizations in San Miguel and Bernalillo counties, and that they are not responsible for the denigration and the mouthings of the white cap leaders and their papers like the *El Defensor del Pueblo*, *La Voz del Pueblo* and others. Their denials are not believed by sensible people at all acquainted with the facts.

During the last campaign the democratic executive committee advanced and paid over to the San Miguel county white cap leaders the sum of \$1,700 for supporting for delegate Antonio Joseph; during the past six weeks \$500 in cash were paid out by said committee for the purpose of moving *El Defensor del Pueblo* from Las Cruces to Albuquerque and establishing that sheet there, and what is more the promise was then made in black and white, that the sheet and its editor should have \$500 more in six months and much material and in the next year's campaign. The denials of the land grant nabobs and white cap bosses of the democratic executive committee will avail naught. They can tell these little pleasant fictions till doomsday, but they will not be believed by any one who knows them; by their works ye shall know them; and by their works these gentry will be known. New Mexican.

Report in Scotland

New York, Aug. 14. A dispatch from Glasgow, Scotland, says that elaborate arrangements are being made for the reception of the American Canadian football team, which will arrive there tomorrow. A reception committee will meet them at the depot and the lovers of the game will turn out in full force and give the visitors a hearty welcome. The team proposes to play a series of international games to determine the relative merits of Englishmen and Americans as football players. All matches will be played under the association rules, and the visitors will have some lively scrimmaging in order to vanquish their British cousins.

Carabinieri Competition

The twelve highest scores at the preliminary carbine cavalry competition on Aug. 12, at Fort Wingate, resulted as follows: Foley, private, 2d reg. troop, 153; Rosenberry, corporal, third regiment, troop G, 158; Carter, second lieutenant, third regiment, troop G, 156; Simpson, corporal, third regiment, troop I, 155; Henry, sergeant, second regiment, troop E, 155; Durholz, sergeant, second regiment, troop D, 154; Andrews, corporal, third regiment, troop B, 154; Lehmann, sergeant, third regiment, troop K, 152; Heard, first lieutenant, third regiment, troop K, 151; Finnigan, corporal, tenth regiment, troop A, 149; Ford, sergeant, tenth regiment, troop H, 147; Farthing, corporal, second regiment, troop C, 147.

Managing

Richard Mansfield White, one of the New Mexico commissioners of the world's fair, is in the city to-day, on his way home from Chicago, and will stay over to attend the entertainment this evening. He reports the condition of the work in this territory as very encouraging, and thinks New Mexico will be well represented. There is a good deal of interest manifested among the people in the "big show," and there is no reason to believe that the territory will have such a display as will do it a great deal of good.

Ayer's Hair Vigor restores color and vitality to weak and gray hair. It prevents the accumulation of dandruff and cures scalp diseases. The best hair dressing ever made and by far the most economical.

THE MANAGER

There has been a good deal of talk in all the papers about who is to succeed Mr. Robinson as general manager of the Atlantic & Pacific, and the subject is one that immediately concerns the people of Albuquerque, since we are more directly interested in the matter than any other community. We have come to recognize the Atlantic & Pacific as our road, and very properly, too, because this has always been its headquarters, and the only big town on the line. But whoever may succeed to the management, we may rest assured that nothing will be done to the injury of Albuquerque, because the returns, from year to year, have shown such a rapid and regular increase of business here that it is to the interest of the company to do whatever it can to foster and encourage the trade of this point. Railroads are not governed by the personal likes or dislikes of officials, but by business considerations, and experience has shown the Atlantic & Pacific people that it would not be "business" to do anything to displace two interests of Albuquerque.

The most pleasant opinion is regarded to the future management of the road is that it will be in the hands of Mr. A. A. Robinson, former vice president and general manager of the Atchison, Topeka & Santa Fe. The Atlantic & Pacific is now a part of that system, and there are very many and strong arguments in favor of having the entire system under one management, but the talk about putting the line under the charge of the manager or superintendent of the Southern California company, it seems to us, is entirely without any good foundation. To put the Southern California under the charge of Atlantic & Pacific officials, would be entirely reasonable, but to reverse the order and make the Atlantic & Pacific officials an annex to Southern California, would be a very striking case of tail wagging the dog. But whatever the outcome of the matter may be, Albuquerque has nothing to fear; of course, we would much prefer to have the road under the charge of a man friendly to our interests rather than one unfriendly or indifferent, but whatever the disposition of the new manager may be we may rest assured that no policy will be adopted that will injure Albuquerque, because the said road has a greater interest in the growth and prosperity of the town than any individual in the town, and railroads can always be relied upon to look out for their own interests.

If, as we believe it will, the road passes into the management of the general manager of the Santa Fe system, it will be under the control of one who is entirely friendly to Albuquerque and who has full faith in the future of this place, and the superintendent to be put in immediate charge of the line will probably be one of our own citizens, who can always be relied upon to do anything for the interest of the town not inconsistent with the interest of the company.

THE BEST WE HAVE

Whatever criticisms may be made upon our other claims, those of us that live here know that in this part of the Rio Grande valley we have the best climate in the world—a climate that will keep those well that are in health, and will restore to health those who are sick. Our claims in this regard do not rest alone in our own opinions, but are substantiated by the judgment of all those from abroad who have been here to see for themselves.

Statistics gathered from the officers of the United States show that there are at this time more than fifteen millions of people in this country who are afflicted with lung troubles in some form or other, and since the climate of this vicinity is better than that of any other on the continent for people of this class, why not press the point vigorously upon the attention of people abroad and leave other features to come afterwards?

We believe that Albuquerque is a great place for a man who desires to go into manufacturing of any kind, and we believe, also, that it is a grand location for one who desires to go into mercantile business of any kind, but we know it is a good place for a person to come to who is afflicted with any kind of lung disease, in its earlier stages. Then why not turn our attention to that feature which we are sure of, rather than to those which there might be doubts about? Let us advertise the climatic advantages of Albuquerque all over the country and make this the greatest health resort in the United States.

MONEY IN CIRCULATION

While the national bank circulation continues to decline the total amount of all kinds of money in circulation continues to increase. The twelve months since August 1 of last year witnessed a decline of about \$17,000,000 in the volume of national bank notes. On the other hand, the total circulation was increased by over \$28,000,000. Of this increased circulation over \$12,500,000 consisted of gold coin. There was an increase of nearly \$3,500,000 in subsidiary silver. There was a falling off in the volume of gold certificates amounting to about \$16,700,000. Silver certificates on the other hand, show an increase of about \$8,500,000. About \$43,000,000 of treasury notes were issued under the act of July 14, 1890. The total circulation of all kinds on August 1 amounted to \$1,500,022,815.

A full line of Palmer's and Colgate's elegant soaps at Walton's.

F. B. DUNLAP,
Commission, Produce & Fruits,
Butter, Eggs, Poultry, Etc.

30 SOUTH SECOND STREET. ALBUQUERQUE, NEW MEXICO.

Packer and Shipper of Choice New Mexico Peaches and the Celebrated Mission Grapes. Agent for the New York Grape Basket. The Best Fruit Package made.

Hay, Grain, Flour and Potatoes in Car Lots.

Write for Prices.

Place regular orders with me for Fruit and you will be protected in every way. If you have Fruit to consign, send it to me. I can use it to good advantage, if choice, and you will obtain full market value.

For Sale—1,000 Barrels Native Apples, from the best Nurseries in the Rio Grande Valley.

Also large consignments of California Fruits.

NATIONAL SANITARIUM

Dr. Danter Well Pleased With His Visit to the Mountains

Dr. Danter went to Camp Whitecomb yesterday morning in company with a committee from the Commercial club, and spent most of the day at that popular mountain resort having an excellent opportunity to judge from practical experience of the character of the air and water, as well as a chance to talk with patients who have been saying there for some time. The doctor expressed himself perfectly satisfied with the conditions existing there, and thinks the advantage of a mountain resort of that kind as convenient to town adds a great deal to the value of Albuquerque as the proper point for a National Sanitarium. There are a number of consumptive patients now at Camp Whitecomb and the doctor spent much of the time of his visit in conversation with them informing himself as to the effect of the climate in different cases. Every one who had been there for any length of time, stated that his health was improving, and that he was growing stronger and the actual experience of the patients themselves is worth more than any amount of theory. The only objection he expressed to a mountain location was the fact that there was so little opportunity there for giving the patients useful employment, and thus, he thinks, is one of the most important considerations, since it is next to impossible to restore a consumptive patient to comparative health unless you can give him some employment that will keep his mind off his physical troubles. This is why the doctor intends to advise the association which he represents to secure a tract of land in the valley or on the mesa if water can be had and divide it into small tracts of two to four acres each, to be devoted to fruits and vegetables, and put a family on each tract. This would give the patients the benefit of the climatic conditions as well, as something to occupy his attention—it would keep his mind away from his disease, would keep him out in the air, and would make him, in whole or in part, self supporting—and to a majority of patients the last named point would be a very important consideration.

Dr. Danter is a hard man to interview,

and keeps his own counsel so closely that it is very difficult for a representative of the press to find out anything about his intentions, but the fact that he spent nearly a week at Albuquerque, where he has not remained at any other point more than a day is well it is significant.

THE RAILROAD CONVENTION

Santa Fe joins heartily with Albuquerque in the movement for a convention at this place in favor of the extension of the Denver & Rio Grande into the lower Rio Grande valley, and we have every reason to believe that similar reports will come from all the other towns interested in the matter as soon as we have time to hear from them. The people of all those towns to be affected by the proposed extension are deeply interested in the movement, and we do not see any reason why the convention at Albuquerque on the 15th of September should not be one of the best and most influential meetings ever held in the territory.

Presbyterian Statistics.

New York, Aug. 14.—Rev. William Henry Roberts, D. D., the stated clerk of the General Assembly of the Presbyterian church, has completed the compilation of the statistics presented by the delegates of the last meeting of the general assembly in Detroit, and the result will be sent out to the various Presbyteries of the country this week. The report will show that there are now in this country 806,736 communicants reporting to the general assembly an increase of thirty-one thousand during the past year. There are also 70,070 churches, an increase of 176. The number of Sunday school teachers has increased in the same period by 26,217, making a grand total in May last of 983,280. The Presbyterian church is liberal with its money, as witness the fact that during the past year its contributions exceeded four million dollars. Twenty-two thousand adults and twenty-six thousand infants were baptized during the year.

Mrs. Dr. Moore and daughter, Miss Oreta, of Lawrence, Kansas, are visiting the parents of Mrs. Moore, Major W. A. Rankin and wife. The visitors will remain over the heated term.

THE RAILROAD CONVENTION.

The proposed railroad convention in this city, Sept. 15, is attracting wide attention. In a recent issue of the *Santa Fe New Mexican*, Mr. E. T. Webber, of Denver, has the following communication:

Having noticed a call of the Albuquerque Commercial club for a railroad convention to assemble in that town during fair, viz: September 15, the query now arises in my mind as to the method of procedure.

Will the delegates assemble for the purpose of interchangeably expressing their desires in the matter or is it expected that some, prior to the meeting, will have formulated a plan of procedure, if so, what should this plan be?

Should it be in the nature of a direct proposition to the railroad in the way of a proposed subsidy? And the amount specified. And if so, how should it be proposed to raise it? Will it be by popular subscription? or should the inducement be held out to the railroad in the form of a prospective bonded indebtedness to be raised pro rata by the respective counties through which the railroad is proposed to be built?

None are more conscious of this needed extension than the people of Denver, and none will be more ready to extend financial aid.

There should be no rivalry between Las Vegas and El Paso and Albuquerque and Santa Fe. Both roads should be built and the building of one will but hasten the building of the other.

That the triangular section of country represented by Las Vegas, Albuquerque and Santa Fe is destined to be of great commercial importance as a distributing center for all that vast section of country to the east, west, north and south there can be no doubt.

The different railroads starting from the different points in the near future and seeking a northwesterly outlet by way of the section mentioned to the Pacific coast, Salt Lake and San Francisco will not be able to number upon their fingers of both hands.

Hence when we consider the magnificent proportions of New Mexico and her brilliant future, it should be incentive enough to cause her people to rise above local jealousies and work with a common purpose in view.

EFFECT OF THE TARIFF.

The decline in exports since the McKinley tariff has gone into operation has created almost a panic in various parts of England. The newspapers there take an exceedingly gloomy view of the situation and some of them have already discovered the fact that the statements of the free traders to the effect that the new order of things will seriously damage the United States are false and deceiving and that the shoe is on the other foot. A falling off of several millions in English exports has already been discovered during the few months in which the new tariff has been in operation. The question naturally arises as to where the goods purchased to make up this deficiency are obtained, where the money for them is spent and who is directly benefited thereby. Under the old order of things millions of dollars worth of manufactured goods were annually imported from England to the United States. Large sums of money were sent abroad to pay for them which found its way into the pockets of English manufacturers and a large proportion of it was again paid out to English workmen. Under the present condition of affairs American goods are substituted for imported articles, the money is retained at home and much of it is paid out to American workmen and by them in turn is handed over to our home merchants and farmers.

The late heavy drain of gold from the United States to Europe, which has caused so much uneasiness on the part of the financiers of the country can never be repeated as long as the present tariff upon imported goods remain in force. The reason is simple. The people of the United States will not find it profitable to import any more than a small fraction of the huge quantities of merchandise which they have purchased in Europe in times past, and when we are not in debt to the people of that country it will be a difficult matter for them to obtain much of our money. Of course some of it can be withdrawn by means of the sales of American securities held on the other side, but the money must come here first with which to purchase our stocks before they can be sold back to us.

If the ladies would abandon cosmetics and more generally keep their blood pure and vigorous by the use of Ayer's Sarsaparilla, naturally fair complexions would be the rule instead of the exception, as at present. Pure blood is the best beautifier.